



KEEP CUSTOMERS AND OURSELVES SAFE

Eileen Rackers, State Traffic and Highway Safety Engineer



Tracker

MEASURES OF DEPARTMENTAL PERFORMANCE



Safety is a daily commitment for all MoDOT employees. From design and construction to operations and maintenance of the state transportation system, the safety of our customers, partners, and employees is our top priority. We work with our safety partners to promote safe behavior for all users and modes of transportation so everyone goes home safe every day.

RESULT DRIVER:
Eileen Rackers,
State Traffic and Highway
Safety Engineer

MEASUREMENT
DRIVER:
Leanna Depue,
Highway Safety Director

PURPOSE OF
THE MEASURE:
The fatal and serious injury
number measures track
quarterly, annual and five-
year average trends result-
ing from traffic crashes on
all Missouri roadways. The
rate of fatal and serious
injury charts display annual
and five-year average fatal-
ity and injury rates per 100
million vehicle miles traveled
for these same crashes.

MEASUREMENT
AND DATA
COLLECTION:
Missouri law enforcement
agencies submit a vehicle
accident report form to the
Missouri State Highway
Patrol and enter these re-
ports into a statewide traffic
crash database. The data-
base automatically updates
MoDOT's crash database
system which is called the
Transportation Management
System.

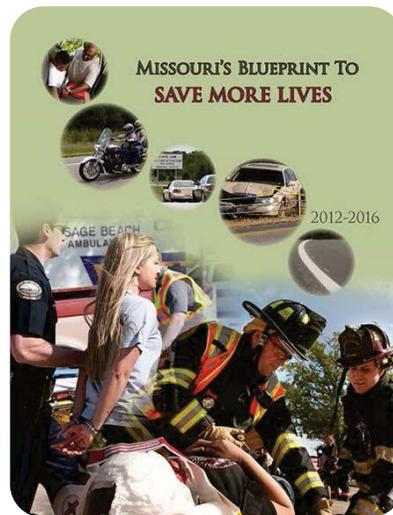
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MAP-21

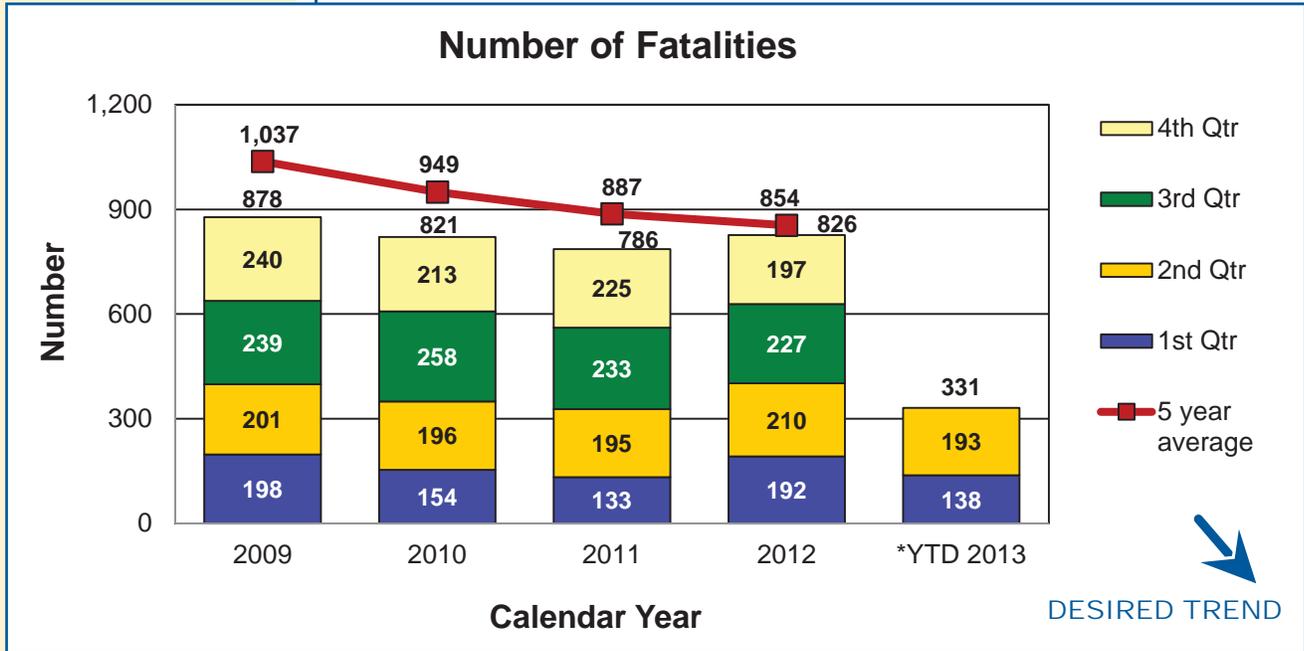
Number and rate of fatalities and serious injuries-1a

Keeping travelers safe is one of MoDOT's highest priorities. Over the last few years, fatalities and serious injuries have experienced a significant decline, largely due to safety improvements on our roadways and focused enforcement and educational campaigns that have kept these issues in front of motorists. When compared to the previous year, the 2012 traffic fatality count rose by 5 percent to a total of 826. However, the five-year average continued on a downward trend.

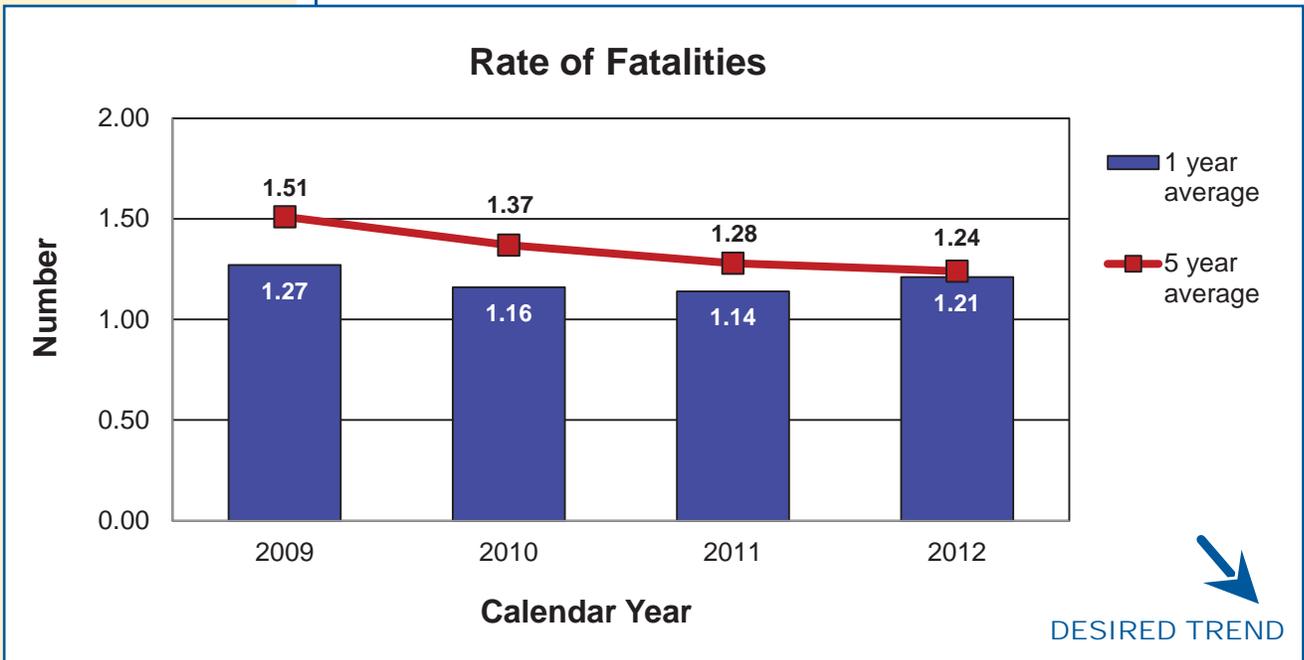
Both the number and five-year average of serious injuries decreased for the seventh straight year. The fatality rate increased slightly but the serious injury rate decreased in 2012. The 2012 data are preliminary until the crash file is officially closed by the Missouri State Highway Patrol. An 18 percent decrease in fatalities is illustrated for YTD 2013 after the completion of the second quarter of 2013. After the completion of the first quarter of 2013, there has been a 47 percent decrease in serious injuries.



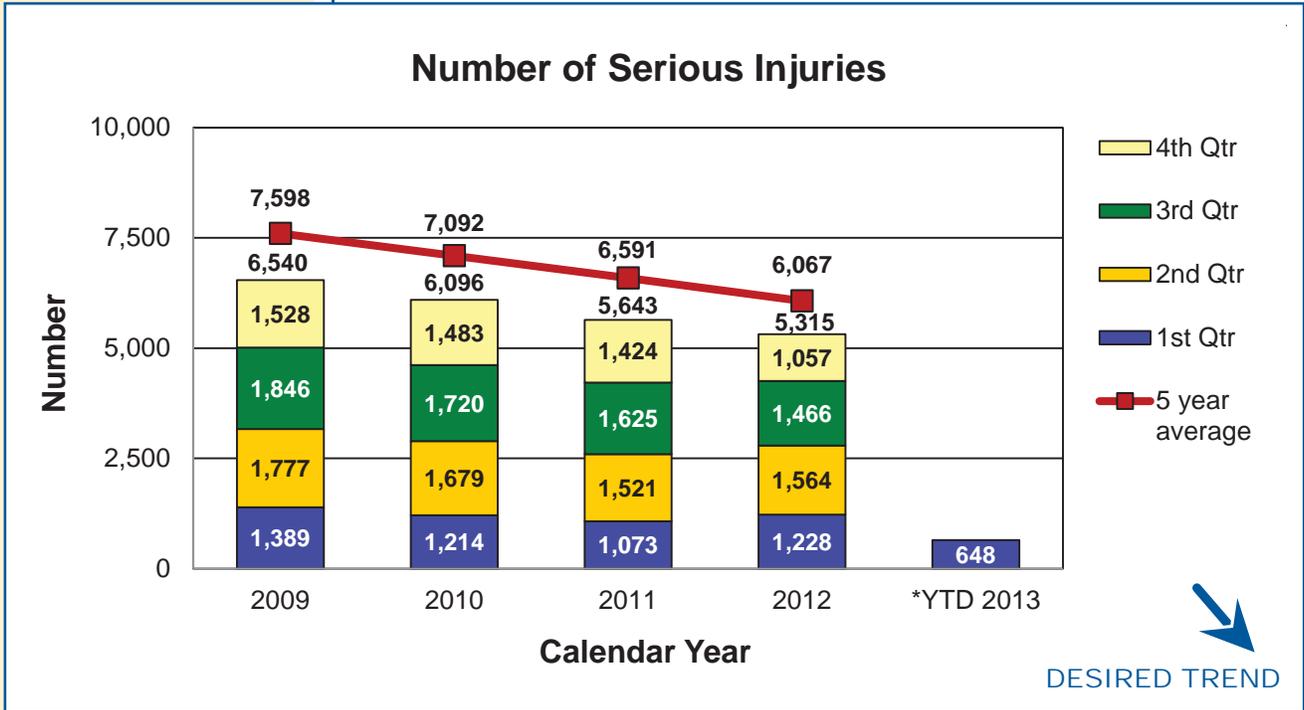
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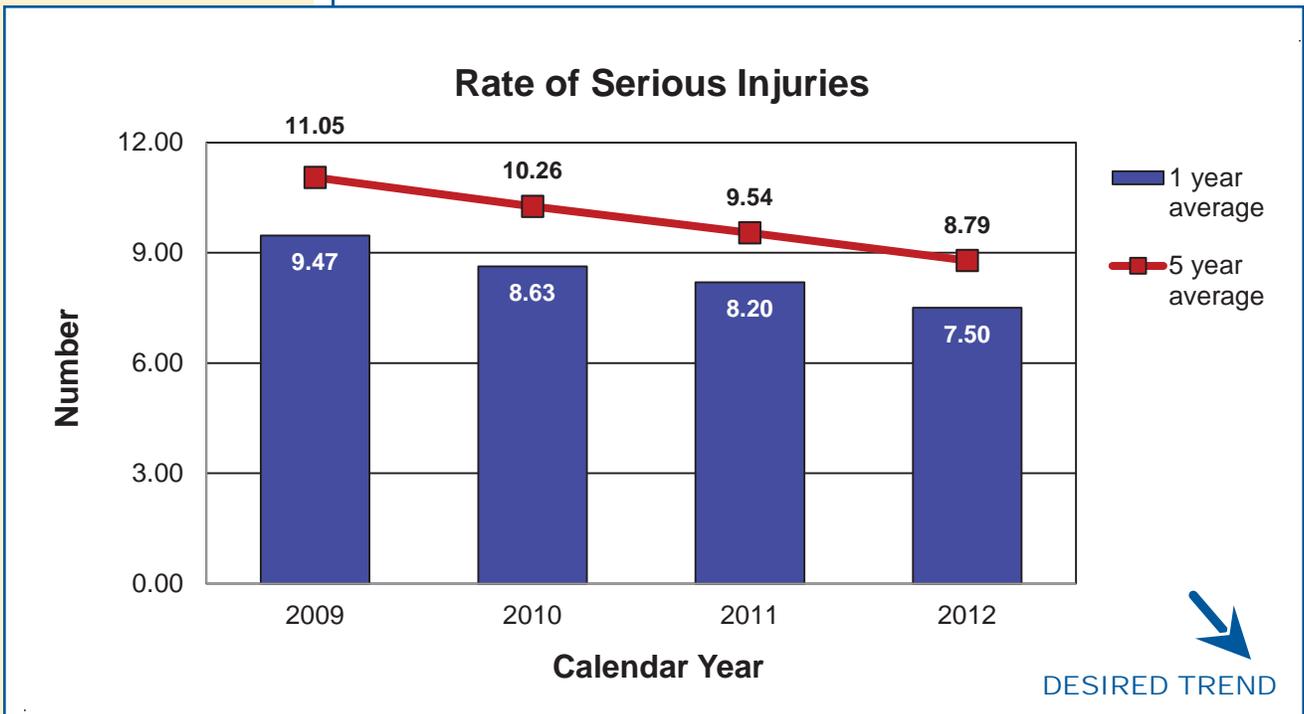
*YTD 2013 – First quarter fatalities were derived from TMS with second quarter fatalities gathered using MSHP radio reports.



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*2012 - Due to a backlog of crash reports into STARS, the serious injury measure will only illustrate data derived from TMS. First quarter 2013 data is unavailable through the MSHP radio reports.



RESULT DRIVER:
Eileen Rackers,
State Traffic and Highway
Safety Engineer

**MEASUREMENT
DRIVER:**
Mike Curtit,
Traffic Liaison Engineer

**PURPOSE OF
THE MEASURE:**
This measure tracks annual trends in motor vehicle related fatal and serious injuries resulting from some of the most common contributing factors or highway features. This data represents six of the top focus areas presented in Missouri's Blueprint to Save More Lives.

**MEASUREMENT
AND DATA
COLLECTION:**
Missouri law enforcement agencies submit a vehicle crash report form to the Missouri State Highway Patrol and enter these reports into a statewide traffic crash database. MoDOT staff query and analyze this data to determine the number of unrestrained occupants in crashes, how often aggressive driving, alcohol and other drugs contribute to crashes, and whether or not the vehicles ran off the road, or the crash occurred at an intersection or within a curve.

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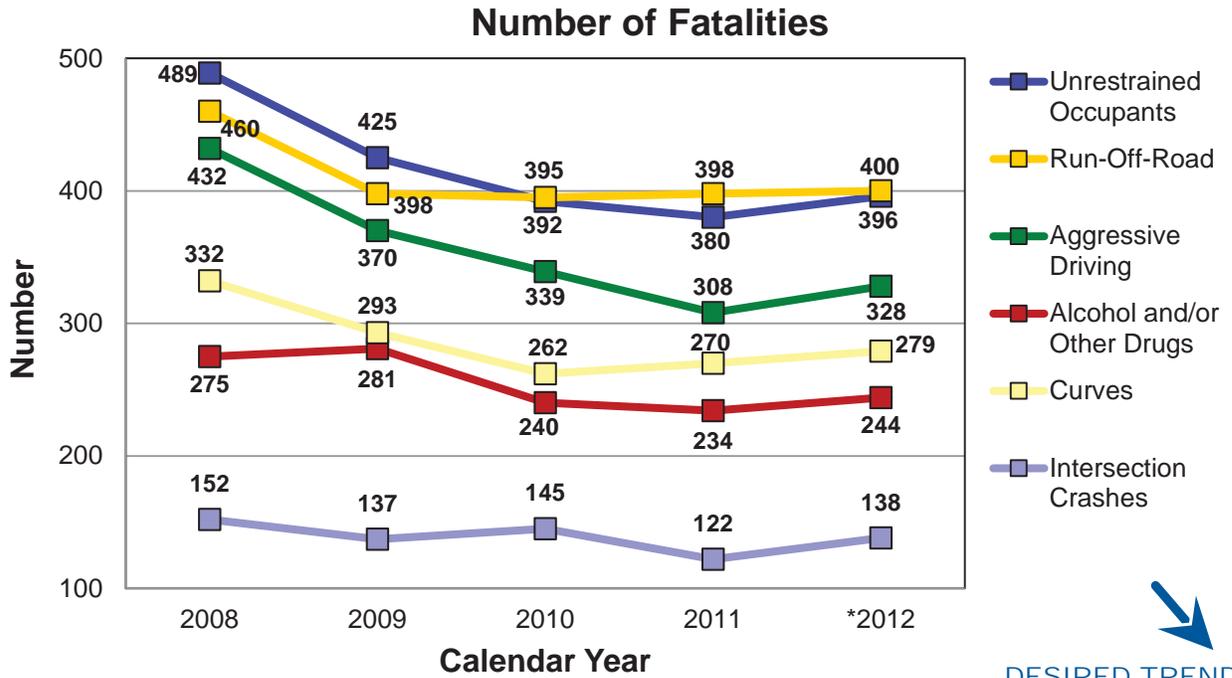
Number of fatalities and serious injuries resulting from the most frequent crash causes-1b

Recording and monitoring crash data is an important part of improving safety for Missouri drivers. But without looking at the causes of these incidents, the data is nothing but numbers. Looking for the reasons why an incident occurs is MoDOT's best approach to addressing the problem. With that approach, the department finds the most frequent causes continue to be a mix of engineering and behavioral issues.

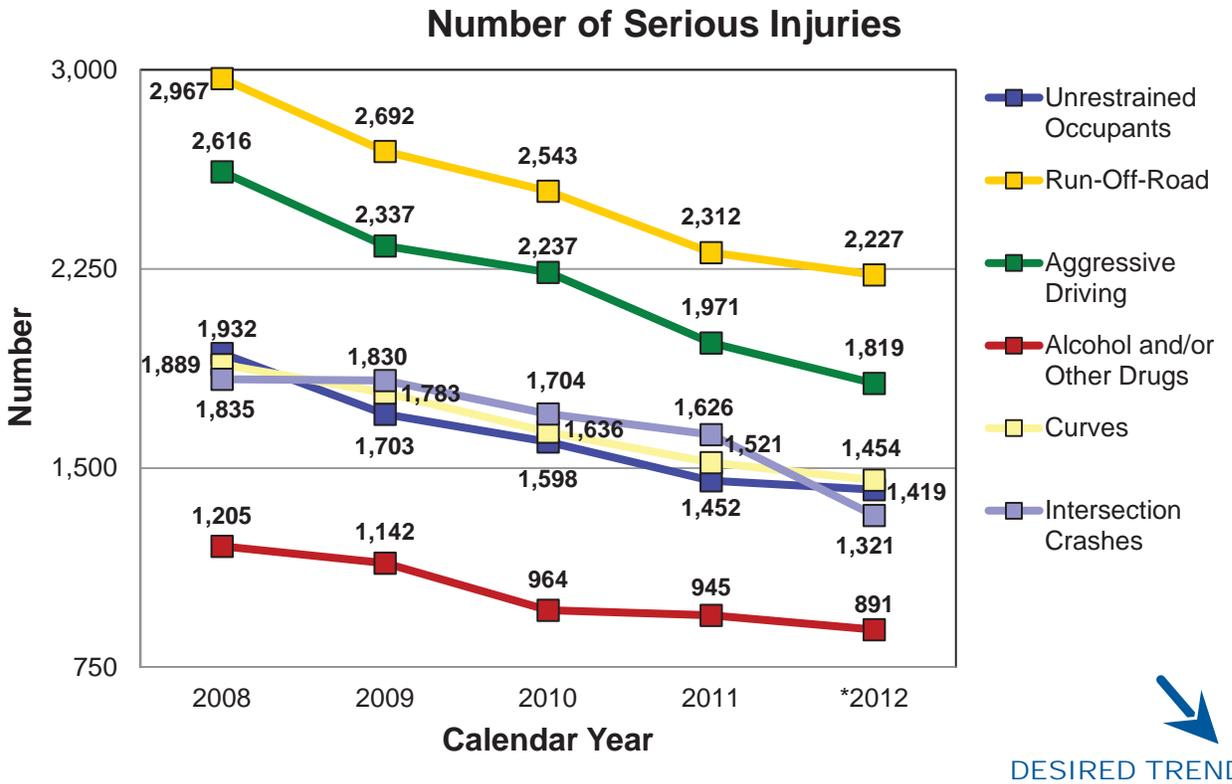
The general trend for both fatalities and serious injuries has declined for the last five years. Since 2010, the fatalities trend has been virtually flat for all measures. The safety improvements that were included in the Smooth Roads Initiative and Better Roads, Brighter Future programs began the downward trends in fatalities and serious injuries. Current initiatives include adding shoulders and rumble strips to minor roads and striping all major roads prior to Memorial Day. While driver behavior is difficult to correct, MoDOT continues to focus on using funds to target locations and behaviors based on crash data analysis.



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*2012 – Data is not complete and final numbers may change.



*2012 – Data is not complete and final numbers may change.

RESULT DRIVER:
Eileen Rackers,
State Traffic and Highway
Safety Engineer

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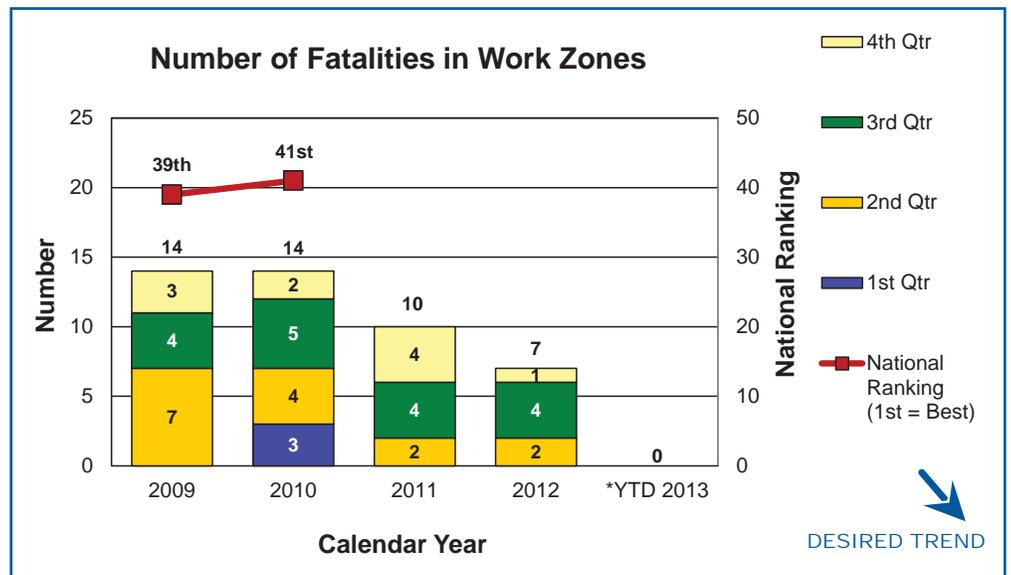
**MEASUREMENT
DRIVER:**
Julie Stotlemeyer,
Traffic Liaison Engineer

**PURPOSE OF
THE MEASURE:**
An important factor in
evaluating the safety of
Missouri's transportation
system includes the safety
of work zones on the state's
roadway system. This mea-
sure tracks the number of
traffic-related and non-traffic
related fatalities, injuries,
and overall crashes occur-
ring in work zones on state-
owned roadways.

**MEASUREMENT
AND DATA
COLLECTION:**
Missouri law enforcement
agencies submit a vehicle
accident report form to the
Missouri State Highway Pa-
trol and enter these reports
into a statewide traffic crash
database. MoDOT staff
query and analyze this data
to identify work zone-related
crash statistics.

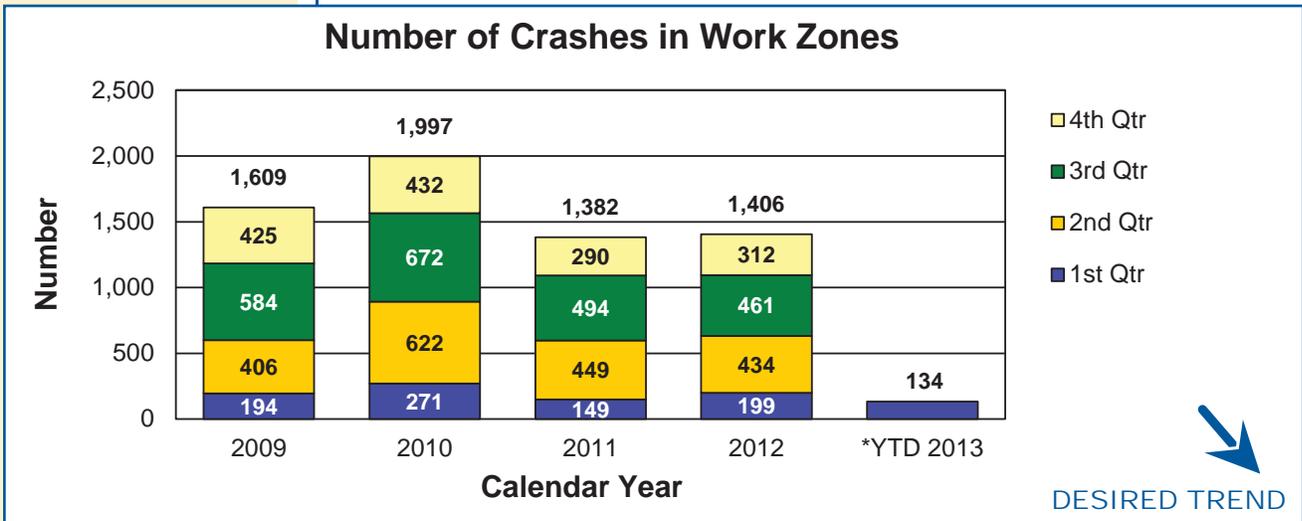
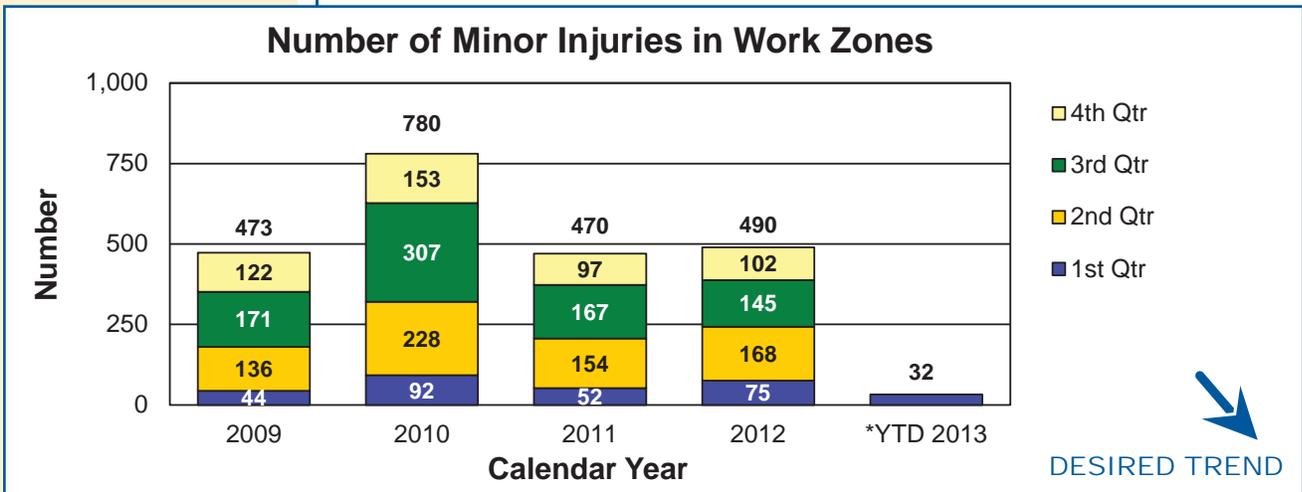
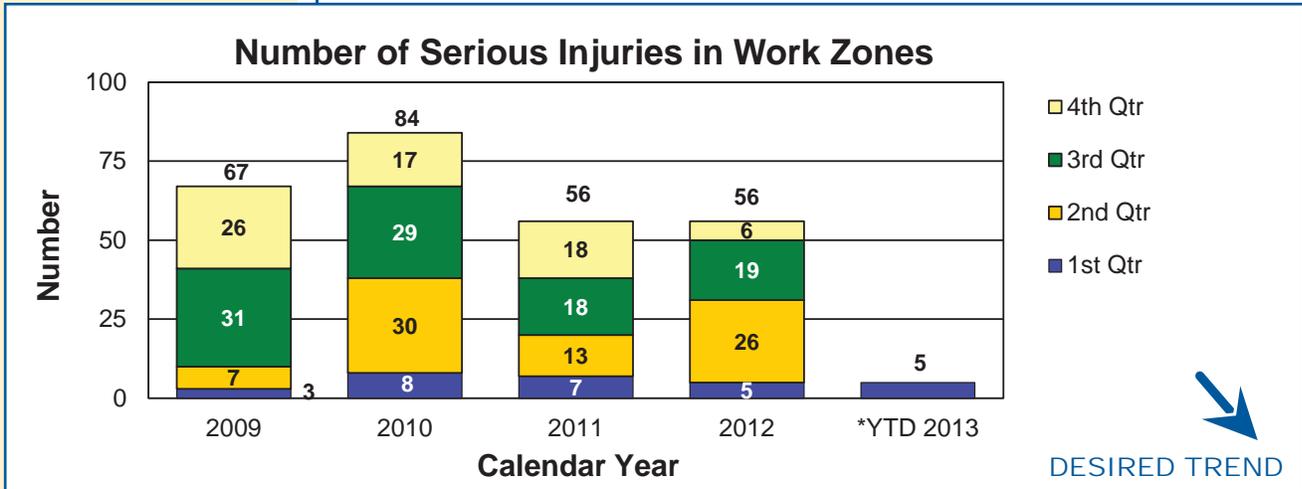
Number of fatalities and serious injuries in work zones-1c

Work zone safety is at the core of MoDOT's safety culture. It is a driving force in all maintenance and construction work. It even has a special week dedicated to it. Staying safe in work zones is a partnership the department shares with the driving public. This partnership is growing stronger. For the past four years, fatalities in work zones have seen a steady decline. For the third year in a row, we have experienced no fatalities during the first quarter. Crashes and injuries have also dropped. A commitment to keeping our customers and ourselves safe is demonstrated by MoDOT providing advanced warning to motorists about any stopped traffic or slow moving operations. Enhancements including bigger signs, brighter vehicle lights and alerts to approaching motorists have all played an important role in this decline. But in the end, nothing can replace the act of simply paying attention.



***2013 – Due to a backlog of crash reports into STARS, the fatality, serious, minor injury and work zone crash measures for the first quarter of 2013 will only illustrate data derived from TMS. Second quarter 2013 data is unavailable through the MSHP radio reports.**

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***2012 – Due to a backlog of crash reports into STARS, the fatality, serious, minor injury and work zone crash measures will only illustrate data derived from TMS. The first quarter 2013 data is unavailable through the MSHP radio reports.**

RESULT DRIVER:
Eileen Rackers,
State Traffic and Highway
Safety Engineer

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**MEASUREMENT
DRIVER:**
Bill Whitfield,
Highway Safety Program
Administrator

**PURPOSE OF
THE MEASURE:**
This measure tracks annual trends in safety belt use in passenger vehicles. This data drives the development and focus of the Missouri Highway Safety Plan, which is required annually by the National Highway Traffic Safety Administration. In addition, this data supports Missouri's Blueprint to Save More Lives that identifies the statewide initiatives with a goal of reducing fatalities to 700 or fewer by 2016.

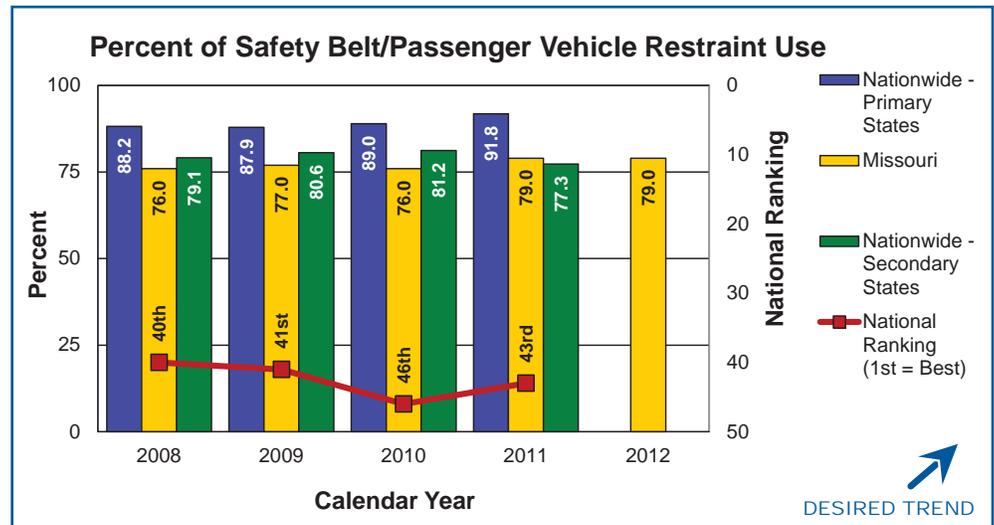
**MEASUREMENT
AND DATA
COLLECTION:**
Each June, a statewide survey is conducted at 460 pre-selected locations in 20 counties. The data collected is calculated into a safety belt usage rate using a formula approved by the National Highway Traffic Safety Administration. The safety belt usage survey collects data from locations representing 85 percent of the state's population. The data collection plan is the same each year for consistency and compliance with National Highway Traffic Safety Administration guidelines.

Percent of safety belt/passenger vehicle restraint use-1d

Safety belts save lives. But getting people to use them – even to protect their own lives – is a challenge. Public education is one way to keep the issue in front of motorists. Legislation is another. MoDOT supports both approaches, attacking the problem with focused marketing campaigns and reinforcing it with hard facts to back legislative efforts. Several municipalities across the state are taking matters into their own hands by supporting grass-roots efforts that enact primary ordinances within their city limits.

Safety belt use in Missouri remained at 79 percent in 2012. The national average for safety belt use in 2012 was 86 percent. Missouri's national ranking rose to 43.

Despite Missouri's consistent safety belt use, the number of states that have a primary seat belt law continues to increase, resulting in a higher rate of use for those states with a primary law. States that have a secondary law continue to fall down the list in the national rankings, overtaken by those with a primary law.



RESULT DRIVER:
Eileen Rackers,
State Traffic and Highway
Safety Engineer

**MEASUREMENT
DRIVER:**
Mark Biesemeyer,
Motor Carrier Services
Program Manager

**PURPOSE OF
THE MEASURE:**
This measure tracks the
number of commercial mo-
tor vehicles involved in fatal
and serious injury crashes
each year. MoDOT uses
the information to target
educational, enforcement
and improvement of safety
feature efforts.

**MEASUREMENT
AND DATA
COLLECTION:**
Missouri law enforcement
agencies submit a vehicle
accident report form to the
Missouri State Highway Pa-
trol and enter these reports
into a statewide traffic crash
database. The measure re-
ports the number of CMVs
involved in crashes in which
one or more people are
injured and those in which
one or more people die as a
result of the crash. Prelimi-
nary results for the current
year are reported quarterly.

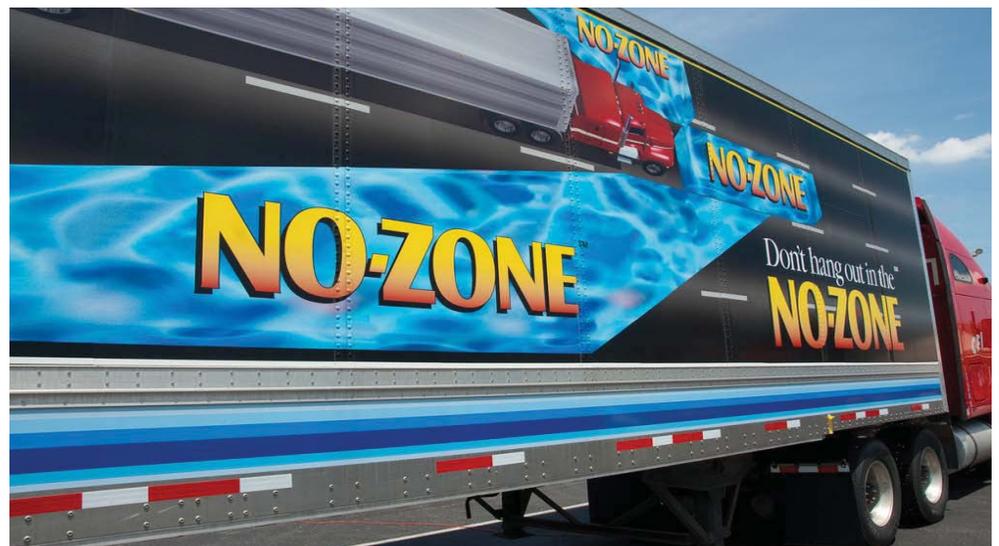
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Number of commercial motor vehicle crashes resulting in fatalities and serious injuries-1e

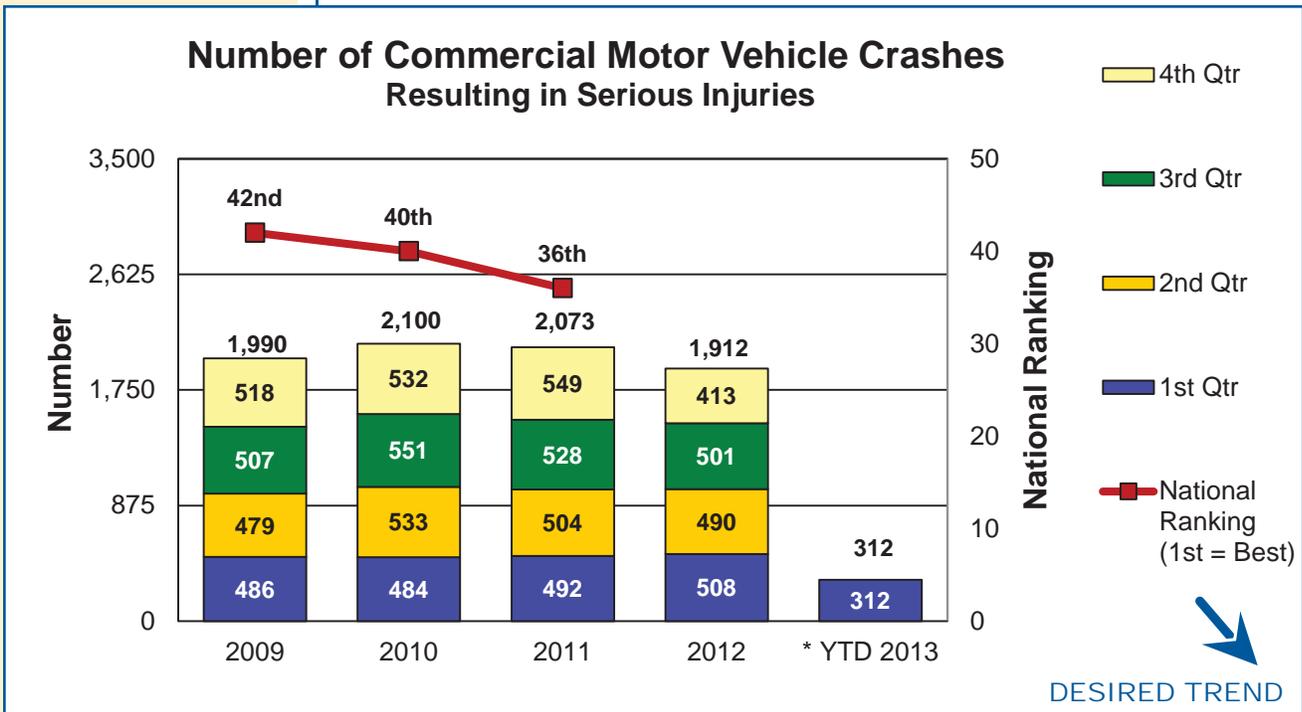
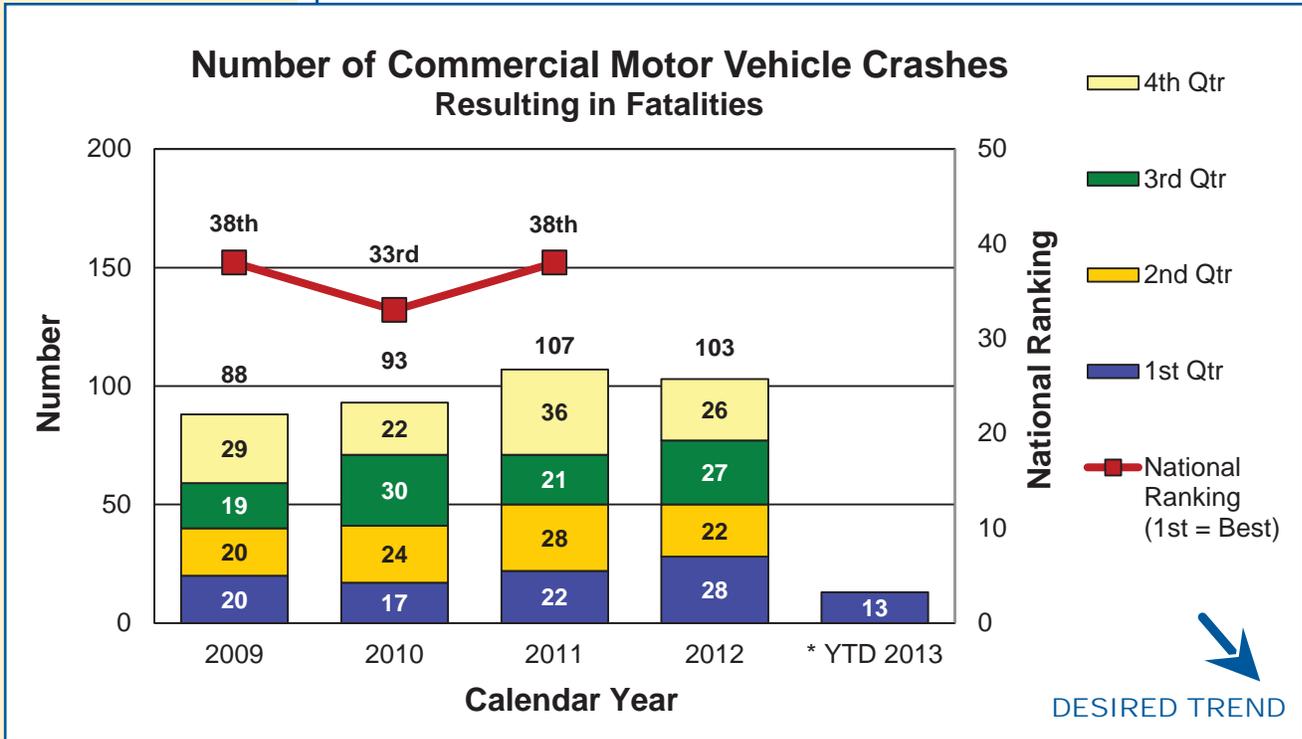
Commercial Motor Vehicles are the lifeblood our economy. They transport the goods and materials that keep the nation moving. Partnering with the Missouri State Highway Patrol, MoDOT does everything in its power to keep CMV drivers safe and their vehicles on the road. By tracking the number of CMV crashes resulting in fatalities and injuries, the department can not only target educational and enforcement efforts, but also improve safety features such as highway signs, reflective pavement markings, guard cables, rumble strips and incident management alert signs.

These efforts are making a difference. The number of fatal crashes reported through the first quarter of 2013 is 13. This is 15 fewer than reported for this same period in 2012, a 53.6 decrease. Between 2009 and 2012, fatal crashes involving a CMV increased by 17 percent.

The number of injury crashes reported through the first quarter of 2013 is 312. This is 196 fewer than reported for this same period in 2012, a decrease of 38.6 percent. Between 2009 and 2012, CMV injury crashes decreased by 3.9 percent.



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*YTD 2013 - Due to a backlog of crash reports into STARS, the fatality and serious injury measures for the first quarter of 2013 will only illustrate data derived from TMS.

RESULT DRIVER:
Eileen Rackers,
State Traffic and Highway
Safety Engineer

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**MEASUREMENT
DRIVER:**
Roberta Jacobson,
Claims Administration
Manager

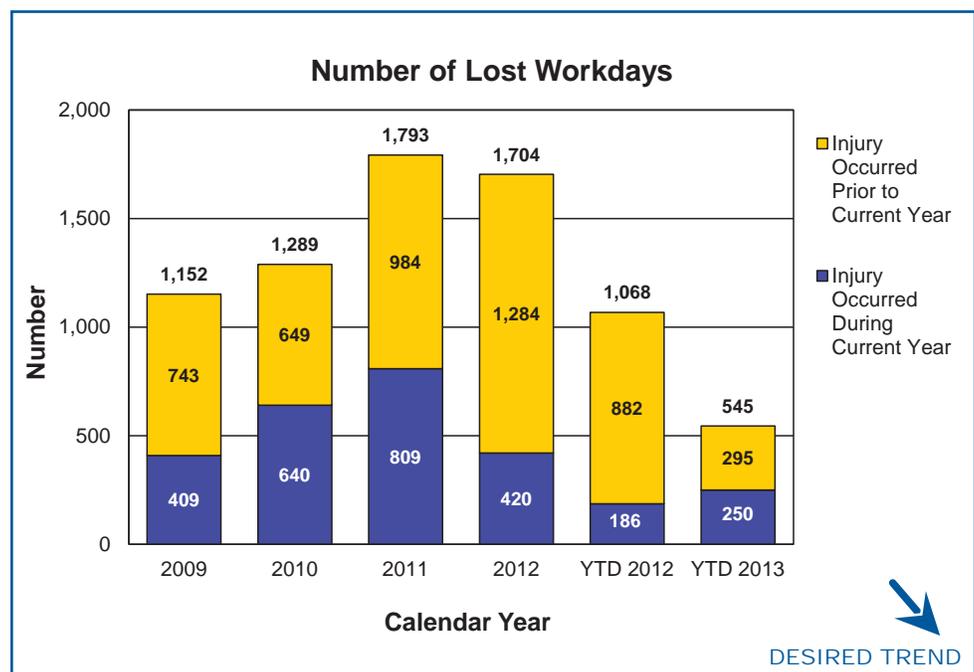
**PURPOSE OF
THE MEASURE:**
This measure tracks the
actual number of days em-
ployees cannot work due to
work-related injuries.

**MEASUREMENT
AND DATA
COLLECTION:**
The data is collected
from Riskmaster, the
department's risk manage-
ment claims administration
software.

Number of lost workdays-1f

The impact of work-related injuries cannot be underestimated. Employees injured at work not only affect the department but can disrupt the personal lives of MoDOT employees and their families. Measuring lost workdays shows more than a number on a chart. These are people whose lives can be changed by a split second of inattention or poor preparation. Watching this number fall over the years shows us that something is going right. Through the first half of 2013, the total number of lost workdays has dropped nearly 49 percent from the same period in 2012. Two motor vehicle incidents caused by a third party accounted for 30 percent of the lost workdays. These occurred in the Southeast District. The Kansas City, St. Louis and Southeast Districts each incurred an injury in which the employee was struck by MoDOT equipment or materials. These accounted for 24 percent of the lost workdays. Another 10 percent of the lost workdays were attributable to one incident in the Northeast District involving an employee exiting MoDOT equipment.

Employees are paying attention. They are wearing proper safety gear and taking proper precautions before engaging in a safety-sensitive task. The drop in this number is more than a statistic. It means more people are going home safe.



RESULT DRIVER:
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State Traffic and Highway
Safety Engineer

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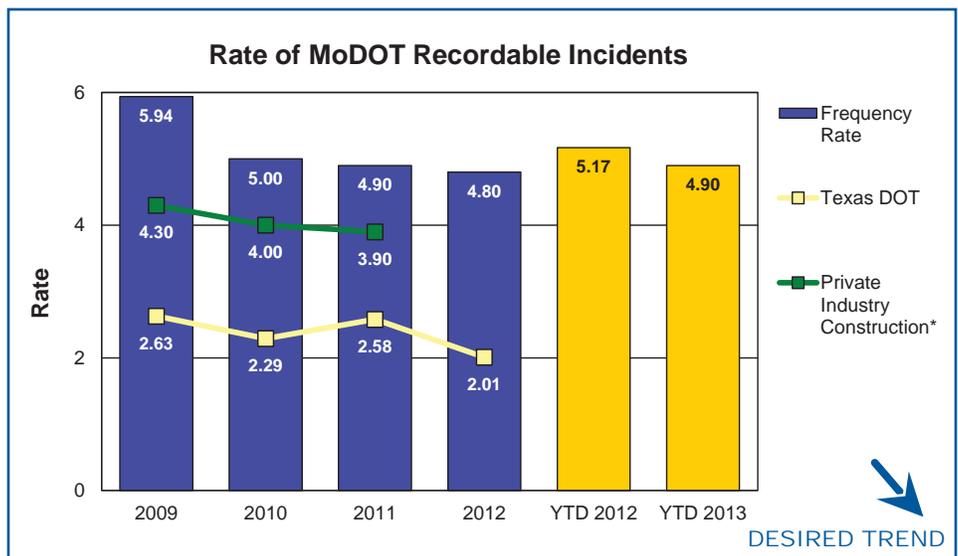
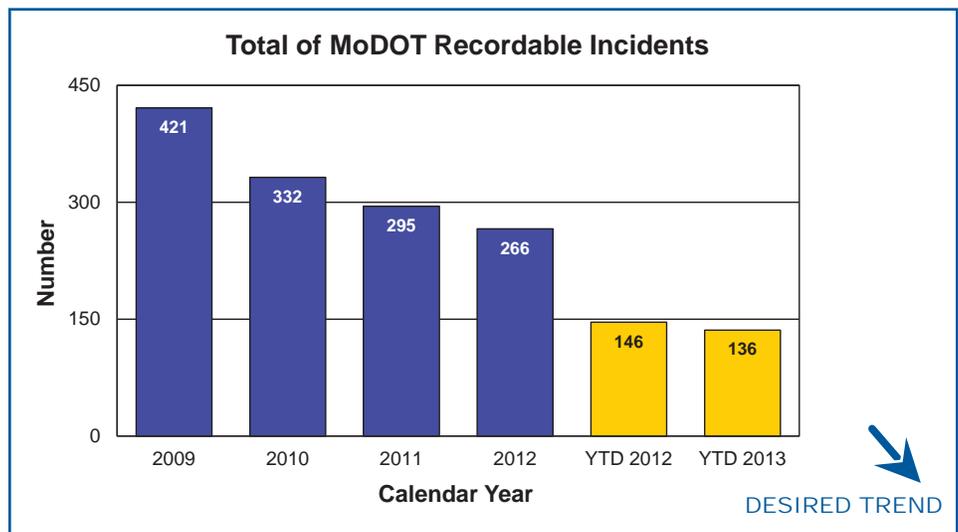
**MEASUREMENT
DRIVER:**
Jeff Padgett,
Risk and Benefits
Management Director

**PURPOSE OF
THE MEASURE:**
This measure tracks the
number of recordable inju-
ries, in total and as a rate of
injuries per 100 workers.

**MEASUREMENT
AND DATA
COLLECTION:**
The calculation for inci-
dence rate is the number of
recordable times 200,000
divided by the number of
hours worked. The 200,000
used in the calculation is
the base for 100 full-time
workers (working 40 hours
per week, 50 weeks per
year). MoDOT defines a re-
cordable incident as a work-
related injury or illness that
results in death, days away
from work or medical treat-
ment resulting in cost to the
department. The injury data
is collected from Riskmas-
ter, the department's risk
management claims ad-
ministration software. The
number of hours worked is
taken from MoDOT's payroll
data.

Total and rate of MoDOT recordable incidents-1g

No priority stands higher than safety. Getting home safe is a responsibility every individual employee shares. MoDOT's dedication to employee safety is evident in the continued decline of recordable incidents. To reinforce this value, the "Safety Begins with Me" program was launched this year reminding all employees that safety is a personal responsibility. The number and rate of recordable incidents showed a slight decrease over last year's totals. Leading causes of incidents during this calendar year-to-date are: strains (lifting or twisting) 24 percent, slips, trips and falls 17 percent, striking against and caught in, under or between 13 percent each.



*Private Industry Construction category data from the OSHA website is not available for 2012.

RESULT DRIVER:
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Safety Engineer

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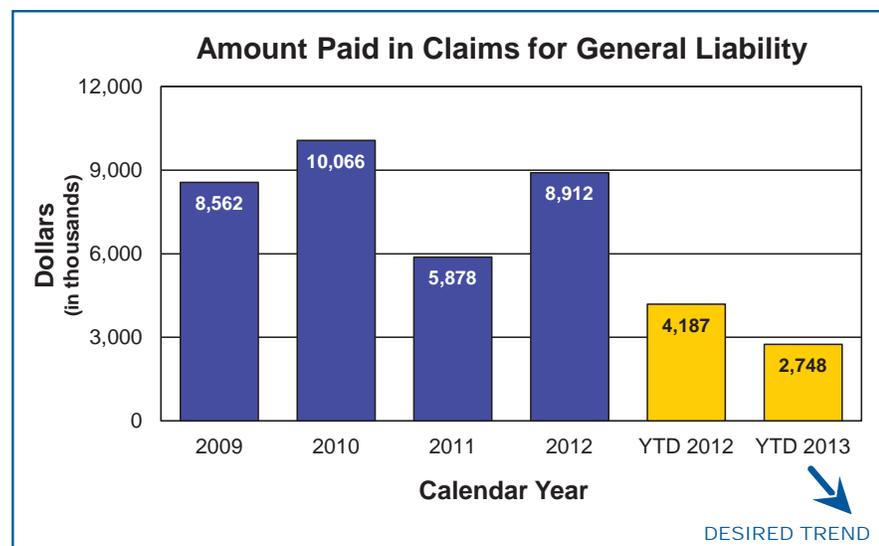
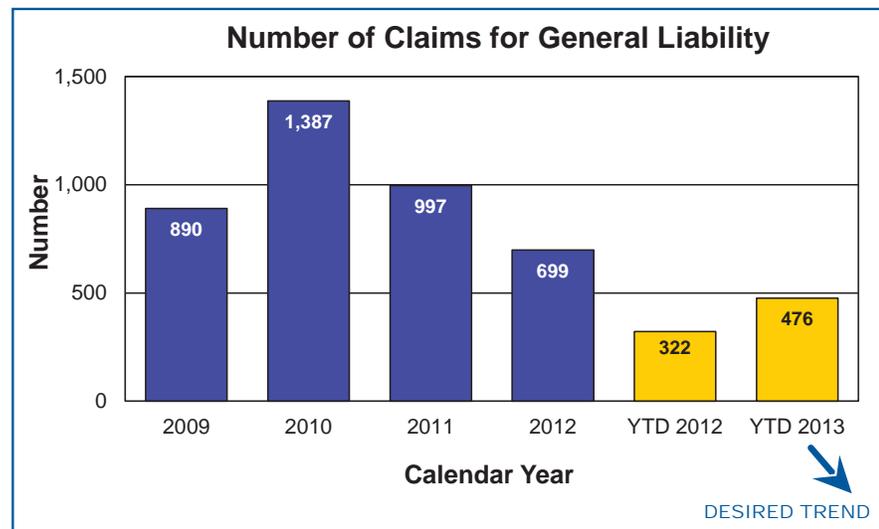
**MEASUREMENT
DRIVER:**
Ashley Halford,
Claims Administration
Manager

**PURPOSE OF
THE MEASURE:**
This measure tracks the
number of general liability
claims filed and amount
paid.

**MEASUREMENT
AND DATA
COLLECTION:**
General liability claims
arise from allegations of
injuries/damages caused
by the dangerous condition
of MoDOT property and
the injury/damage directly
resulted from the dangerous
condition. In addition, an
employee must be negligent
and create the dangerous
condition or MoDOT must
have actual or constructive
notice of the dangerous
condition in sufficient time
prior to the injury/damage
to have taken measures to
protect the public against
the dangerous condition.
Claims data is collected
from Riskmaster, the
department's risk manage-
ment claims administration
software.

General liability claims and costs-1h

Keeping ourselves and the public safe is MoDOT's top priority. Controlling damage to vehicles and reducing personal injury in work zones, right-of-way and other areas under department control helps accomplish this goal. Compared to the second quarter of 2012, there was an increase of 48 percent in the number of claims attributed to payments made for damage caused by chip seal operations and pavement defects. During the same time frame, there was a decrease of 34 percent in the amount paid due to fewer litigated claims being adjudicated during the quarter. This quarter payments were made on 280 claims totaling \$1,073,018. Three settled claims account for 61 percent, or \$657,704 of the payments. All three claims were a result of alleged design defects with the roadway causing the vehicles to lose control and crash resulting in injuries to the drivers.



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